

## REMARKS

### Allowable Subject Matter

Applicant gratefully acknowledges the allowance of claims 28-35.

### Claim Rejections - 35 U.S.C. § 103

Claims 23-25 and 27 are rejected as being obvious over U.S. patent number 5,729,614 to Puma in view of U.S. patent number 5,068,656 to Sutherland. Claims 25 and 26 are rejected as being obvious in view of the Puma, Sutherland patent and U.S. patent number 5,986,543 to Johnson.

Independent claim 23 has been amended to recite a method of disabling a vehicle when a potential theft occurs. In the method if it is determined that the driver is not authorized to operate the vehicle that is currently being operated, it is then determined whether the vehicle is deviating from a planned route. Further operation of the vehicle is prevented when it is determined that the driver is not authorized to operate the vehicle and it is determined that the vehicle has deviated from the planned route. Support for the amendment to Claim 23 can be found, for example, in Figure 8.

Claim 23 is not obvious in view of the Puma and Sutherland patents, because the Puma and Sutherland patents do not disclose or suggest preventing further operation of a vehicle when it is determined that the driver is not authorized to operate the vehicle and it is determined that the vehicle has deviated from the planned route. The Puma patent discloses a method of disabling a vehicle when it is determined that a driver is not authorized to operate the vehicle. As the Office Action points out, the Puma patent does not mention determining that the vehicle has deviated from a planned route. The Sutherland patent is directed to a system and method for monitoring and reporting out route mileage for long haul trucks. While the Sutherland patent does determine that a vehicle has deviated from a planned route and reports out of route mileage, it provides no suggestion that the vehicle should be shut down when the vehicle deviates from the planned route. Therefore there is no suggestion to combine Sutherland with Puma. Further, amended claim 23 is not obvious in view of the Puma and Sutherland patents, because there is no showing or suggestion in the Puma and Sutherland patents of checking to see if the vehicle is deviated from the planned route if the driver is not authorized to drive the vehicle or preventing further operation of a vehicle when it is determined that the driver is not authorized to operate the vehicle and it is determined that the vehicle has deviated from the planned route.

Claim 24 depends from claim 23 and further features tracking a location of the vehicle and notifying a central control of the location. Claim 24 is in condition for allowance.

Claim 25 depends from claim 23 and further features taking a picture of the driver.

Claim 25 is in condition for allowance.

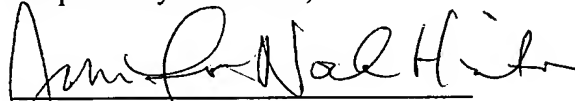
Claim 26 depends from claim 25 and further features transmitting the picture to a central control. Claim 26 is in condition for allowance.

Claim 27 depends from claim 23 and further recites that disabling comprises deflating a tire of the vehicle.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 23-0630 for any additional fees required under 37 C.F.R. § 1.16 or 1.17; particularly, extension of time fees.

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